

FEDERAL RESERVE SYSTEM**12 CFR Part 226****[Reg. Z; Docket No. R-0577]****Truth in Lending; Right of Rescission****Correction**

In FR Doc. 86-17694, beginning on page 28245, in the issue of Wednesday, August 6, 1986, make the following correction:

On page 28245, third column, fourth line, "is" should read "if".

BILLING CODE 1505-01-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39****[Docket No. 85-NM-114-AD]****Airworthiness Directives; Boeing Model 747 Series Airplanes**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Withdrawal of notice of proposed rulemaking (NPRM).

SUMMARY: This document withdraws a NPRM which proposed to amend an existing airworthiness directive AD 84-02-05. The NPRM would have removed the Boeing Model 747 airplanes equipped with Rolls Royce RB211-524 engines from the requirement of installation of a low N1 caution indication in the cockpit. Since issuance of the NPRM, a Lockheed Model L-1011 airplane equipped with Rolls Royce RB211-22B engines, which are similar in type design to the RB211-524 engines, experienced a dual engine powerloss while operating in icing conditions. As a result, the FAA has determined that the low N1 caution indication is necessary on Boeing Model 747 airplanes equipped with Rolls Royce RB211-524 engines, therefore, the NPRM is withdrawn.

DATES: This withdrawal is effective October 6, 1986.

FOR FURTHER INFORMATION CONTACT: Mr. Kanji K. Patel, Propulsion Branch, ANM-140S; telephone (206) 431-2973. Mailing address: FAA, Northwest Mountain Region, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168.

SUPPLEMENTARY INFORMATION: A revision to the limitations section of the Airplane Flight Manual (AFM) and installation of a low N1 rpm caution indication was required on all Boeing Model 747 airplanes equipped with Pratt and Whitney JT9D, General Electric CF6

and Rolls Royce RB211-524 engines by Airworthiness Directive AD 84-02-05, Amendment 39-4798. The low N1 indication on pilot's forward panel was intended to caution the crew of engine operations below the required N1 rpm while operating in icing conditions and the engine anti-icing system turned "on." Engine operations in icing conditions below the required N1 rpm, could lead to loss of engine power or engine shut down.

Following issuance of the AD, the FAA determined that the Model 747 airplane equipped with Rolls Royce RB211-524 engines did not require installation of a low N1 caution indication. Based on this determination, a Notice of Proposed Rulemaking (NPRM), Docket No. 85-NM-114-AD, to amend AD 84-02-05, Amendment 39-4798, was published in the Federal Register on November 4, 1985 (50 FR 45829). This NPRM proposed removal of the Boeing Model 747 airplanes equipped with Rolls Royce RB211-524 engines from requirement of installation of a low N1 caution indication by amending AD 84-02-05.

Since issuance of the NPRM, a Lockheed Model L-1011 airplane equipped with Rolls Royce RB211-22B engines, which are similar in type design to the RB211-524 engines, experienced a dual engine powerloss while operating in icing conditions. An investigation of the incident concluded that the probable cause of the incident was erosion of the over-fuel margin due to ingestion of extremely large amounts of water coincident with retarding of the throttles to flight idle, which is approximately 40% N1 rpm for the Model L-1011.

Based on the above described incident and the probable cause of the incident, it was concluded by the FAA that the previous determination to remove the Boeing Model 747 airplanes equipped with Rolls Royce RB211-524 engine from installation of a low N1 caution indication required by AD 84-02-05 was incorrect. Therefore, the NPRM Docket No. 85-NM-114-AD is withdrawn.

Withdrawal of this Notice of Proposed Rulemaking constitutes only such action, and does not preclude the agency from issuing another notice in the future, or commit the agency to any course of action in the future.

Since this action only withdraws a Notice of Proposed Rulemaking (NPRM), it may be made effective in less than 30 days. It is neither a proposed nor final rule, and therefore, is not covered under Executive Order 12291, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979).

List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

The Withdrawal**PART 39—[AMENDED]**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration withdraws a proposal to amend § 39.13 of Part 39 of the Federal Aviation Regulations as follows:

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

2. By withdrawing the proposed airworthiness directive published in the Federal Register on November 4, 1985 (50 FR 45829), FR Doc. 85-26202. Issued in Seattle, Washington, on August 8, 1986.

Joseph W. Harrell,

Acting Director, Northwest Mountain Region.

[FR Doc. 86-18401 Filed 8-14-86; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39**[Docket No. 85-NM-54-AD]****Airworthiness Directives; Airbus Industrie Model A300 B2 and B4 Series Airplanes**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM); withdrawal and reissuance.

SUMMARY: This action withdraws and reissues a NPRM applicable to certain Airbus Industrie Model A300 B2 and B4 series airplanes that would have required inspections for cracks and modification and repairs, as necessary. The manufacturer and one operator pointed out that the B4 model was covered by service bulletins different from those called out in the NPRM. The manufacturer has also revised the service bulletin applicable to the B2 model. There have been reports of cracks in the flanges and in certain fastener holes in fuselage frame 47, which, if not detected and repaired, could lead to rapid decompression of the airplane.

DATES: Comments must be received October 6, 1986.

ADDRESSES: Send comments on the proposal in duplicate to the Federal Aviation Administration, Northwest Mountain Region, Office of the Regional Counsel (Attention: ANM-103),